

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4521.

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SATURDAY, APRIL 16, 1904.

六月

號六十月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,300,000

Head Office:—YOKOHAMA.

Branches and Agents:
KOBÉ, NAGASAKI, LONDON, NEW YORK,
LYONS, SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI, TIENTSIN,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent,
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
A. Haupt, Esq. C. A. Tonnes, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG &
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £34,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Mokon, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRAANCHES:—
Berlin Hankow
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25]

TO LET.

NO. 1, RIPPON TERRACE in FLATS.
No. 4, RIPPON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.
FLATS in MORETON TERRACE, facing
Polo Grounds.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
" ROSENEATH," KOWLOON.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 6th April, 1904. [26]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1904. [27]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
Gold \$7,992,173.77—about £1,640,000.

CAPITAL AND SURPLUS AUTHORIZED
Gold \$10,000,000 £2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA.

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDENE BANK,
COMPTOIR NATIONAL D'ESCOMPTAGE
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:

20, DES VIEUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agents:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers. Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per cent. Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

ON Fixed Deposits for 12 months 4 per cent.

" " 6 " 3 "

T. P. COCHRANE,
Manager.

Hongkong, 24th December, 1903. [24]

HOTEL.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout
Electrically Lighted.
Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hoté at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 21st October, 1902. [23]

TO LET.

NO. 71, WYNDHAM STREET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD: Nice

Houses, 4 Rooms, Bath Rooms, Out-

houses and Verandahs. Only \$40 inclusive
of Taxes.

WILD DELI BUILDINGS, No. 147,

WANCHAI ROAD. Comfortable and airy.

Flat or 2 or 3 rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 26th February, 1904. [49]

TO LET.

NO. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Grounds.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

" ROSENEATH," KOWLOON.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 6th April, 1904. [46]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1904. [27]

MAILS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA via SHANGHAI, MANILA, MOJI and KOBE, H. G. H. Lewellen, R.N.R. About 19th April Freight and Passage.

LONDON, &c. BENGA April 23rd, See Special Advertisement.

SHANGHAI CHUSAN April 24th Freight and Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, PALAWAN About 27th April Freight and Passage.

MARSEILLES About 27th April Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th April, 1904. [4]

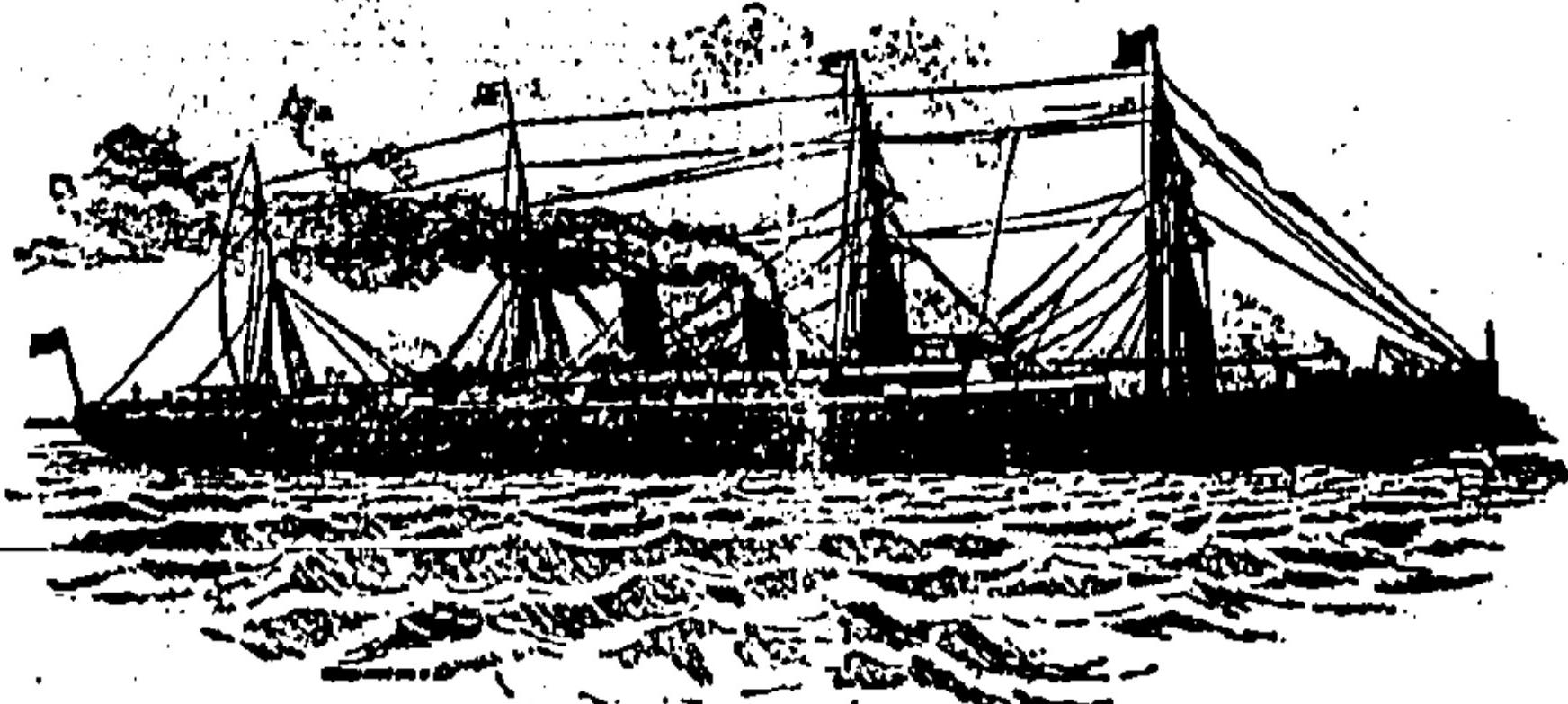
Intimations.

Bovril is an ideal food for the strong
and the weak. Bovril imparts extra
vigor to the healthy, greater strength
to the ailing. Bovril is, moreover, a
true friend in the kitchen. It adds
nourishment, and gives a delightful
"twang" to soups, sauces, gravies
and entrees.



Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 30th April, at Noon.
"COOTIO"	4,352	THURSDAY, 12th May, at Noon.
"KOREA"	11,276	WEDNESDAY, 25th May, at Daylight.
"GAELIO"	4,205	SATURDAY, 4th June, at Noon.
"MONGOLIA"	5,060	THURSDAY, 16th June, at Noon.
"CHINA"	4,784	TUESDAY, 28th June, at Noon.
"DORIC"	5,060	SATURDAY, 9th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest part of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 16th April, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY, SPEED, PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons WEDNESDAY, 20th April.

"ATHENIAN" ... 3,882 " WEDNESDAY, 27th April.

"EMPEROR OF JAPAN" ... 6,000 " WEDNESDAY, 11th May.

"TARTAR" ... 4,425 " SATURDAY, 21st May.

"EMPEROR OF CHINA" ... 6,000 " WEDNESDAY, 1st June.

Hongkong to London, 1st Class, via St. Lawrence, &c. £62 New York £62.

Hongkong to London, Intermediate or Steamer, 1st Class Rail £40.

THE magnificient Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Itates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 6th April, 1904.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS. SAILING DATES.

SUEVIA..... HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). 25th April. Freight.

von Döhren..... HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). 5th May. Freight.

ARTEMISIA..... HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). 5th May. Freight.

MARBURG..... HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). 17th May. Freight.

STRASSBURG..... HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). 31st May. Freight and Passengers.

SEGOVIA..... HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). 14th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 15th April, 1904.

GO TO THE

KOWLOON HOTEL,
KOWLOON.J. W. OSBORNE,
Proprietor and Manager.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338	G. F. Morrison, R.N.R.
"FATSHAN"	2,260	W. A. Valentine.
"HANKOW"	3,073	C. V. Lloyd.
"KINSHAN"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 P.M.		

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
Departures from Canton to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	569	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents—CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

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Intimation.

DIABETIC

Patients will hear of something to their advantage, by writing to the Diabetic Institute, St. Dunstan's Hill, London, E.C.

NOTHING TO PAY.

human suffering on earth would, to the least, be sensibly reduced, and when one went a woolly one would be appreciated at one's true worth. The counting of widows would appear to be a much less serious matter than the counting of maids. As a rule it is rapid and more economical. If you say to a widow, "Wilt thou be mine?" after a moment's acquaintance, she neither faints nor calls for the police. It is not so with maids."

The comment upon that in the article was— "But when we think of Mr. Crosland, even in his calmest moments, as a prospective and possible actual husband, we are inclined to agree that if one woman, at any rate, were a widow, the amount of human suffering on earth would, to say the least, be sensibly reduced."

It was a most odious and offensive charge, and it was in respect of that that the plaintiff asked for damages.

The plaintiff, in the witness-box, said he was an author and literary adviser to a publisher. He had twice contributed to the *St. James' Gazette*.

In cross-examination by Mr. Gill, K.C., for the defendants, the plaintiff said he saw the letter written by Mr. Ross, manager of the *St. James' Gazette*, in which that gentleman said the review made no reflection on his character, and did not allude to his wife, also that the reviewer had no knowledge whether he (the plaintiff) was married or not. The phrase "perspiring reviewer" was taken from his book. He believed the phrase was used in the book on several occasions. It was his favourite phrase.

Among the people for whom you expressed your concern are reviewers?—Yes (Laughter).

The reviewer in this case said you outraged every relation of life!—It is not true.

I see in the book you deal with all the relation of life?—There are some I have not dealt with.

You suggest that the most desirable place to keep a woman is at the bottom of the garden. At you say she is faithless, spiteful, cruel, merciless, vindictive, and illogical, and at 20 "She is the same girl, only more cunning and a trifle more commercial." That is still humour?

Mr. Banks: Read the next passage.

Mr. Gill: You shall do that. (To the plaintiff): You say that "if you want loyalty or honour you will never go to woman for that, no matter how old she may be." That is humour, of course. You also say, "Women are as little to be relied upon in matters of business as Scotsmen." Dealing with sweethearts, you say: "When girl is engaged the engagement ring is never exactly the ring of her dreams, and if she can compass the name of the jeweller she will be around there on little wings of haste to inquire the price?" (Laughter)—I do not know what I have to do with all this, I am sure.

Mr. Gill: You go on to deal with wives and husbands, and you divide husbands into three classes—the most beautiful in the eyes of women, namely, "the idiotic regiment of blitherers," the vast company of grey-headed men who have wives at home and sense enough to say nothing about them; and the married bachelors who never go home till morning. (Laughter) You also speak of a wealthy duke of your acquaintance. Is that humour?—Yes.

You also refer Miss Thorneycroft Fowler, and say, "I only say I wish she had never been born!"—I refer to her poetry. If you are a judge of verse at all you will agree with me.

Mr. Gill: For the purposes of this publication, you may treat me as a Scotsman. (Laughter) Had she ever done you any harm?—It stands to reason that she has not. She has written some verses, and will you read them as well as the context?

You mention her father (Sir A. Fowler) for some reason?—There are such things as the theory of heredity.

You say of him, "I once beheld him in the Calais boat eating buns out of a bag?" (Laughter)—That is true.

Why state that?—It seemed to be very ridiculous. If you saw a bishop in the Strand eating sausage rolls you would make remarks about it. (Laughter.)

That is your sense of humour—a bishop in the Strand eating sausage rolls. (Laughter.)

You never have lady visitors?—That is so.

Where do you live?—At Chobham.

Mr. Gill: I see you describe all the newspaper as being carried on by washerwomen?—Not all of them.

But a great many?—There are a number.

The plaintiff, in re-examination, said he was a married man with three sons.

Mr. Justice Grantham: And you have none of the unfortunate sex?—No.

At the close of the plaintiff's evidence Mr. Gill said he would not call evidence.

In his address for the defence, Mr. Gill said the plaintiff was apparently a man who obtained his livelihood as a purveyor of libels with a catch-penny title, and he heaped all sorts of abuse on women and everyone connected with newspapers. It was impudence for a man who desired to live on libelling others to come to that Court and complain of such a criticism as that contained in the defendant's journal.

Mr. Justice Grantham, in summing-up, said he was extremely sorry the present action had been brought. He could not help seeing that the effect of the action would be to advertise the book. The two passages in the book, to which he had drawn attention, were a libel of the foulest kind on the women of England. The plaintiff complained that he had been libelled. There was nothing in the criticism of the reviewer with reference to the plaintiff's wife. It was for the jury to say whether the plaintiff had outraged every relation of life in writing his book. He could not help thinking that the reviewer had commented very mildly upon it.

The jury found a verdict for the defendants, and judgment was given accordingly.

Intimation.

DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Cod-fish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOL'S PREPARATION

the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypnophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles.

Dr. W. B. Aikins, F. R. C. P., London, M. D. C. M., Victoria University, M. B., Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

Among the people for whom you expressed your concern are reviewers?—Yes (Laughter).

The reviewer in this case said you outraged every relation of life!—It is not true.

I see in the book you deal with all the relation of life?—There are some I have not dealt with.

You suggest that the most desirable place to keep a woman is at the bottom of the garden. At you say she is faithless, spiteful, cruel, merciless, vindictive, and illogical, and at 20 "She is the same girl, only more cunning and a trifle more commercial." That is still humour?

Mr. Banks: Read the next passage.

Mr. Gill: You shall do that. (To the plaintiff): You say that "if you want loyalty or honour you will never go to woman for that, no matter how old she may be." That is humour, of course. You also say, "Women are as little to be relied upon in matters of business as Scotsmen." Dealing with sweethearts, you say: "When girl is engaged the engagement ring is never exactly the ring of her dreams, and if she can compass the name of the jeweller she will be around there on little wings of haste to inquire the price?" (Laughter)—I do not know what I have to do with all this, I am sure.

Mr. Gill: You go on to deal with wives and husbands, and you divide husbands into three classes—the most beautiful in the eyes of women, namely, "the idiotic regiment of blitherers," the vast company of grey-headed men who have wives at home and sense enough to say nothing about them; and the married bachelors who never go home till morning. (Laughter) You also speak of a wealthy duke of your acquaintance. Is that humour?—Yes.

You also refer Miss Thorneycroft Fowler, and say, "I only say I wish she had never been born!"—I refer to her poetry. If you are a judge of verse at all you will agree with me.

Mr. Gill: For the purposes of this publication, you may treat me as a Scotsman. (Laughter) Had she ever done you any harm?—It stands to reason that she has not. She has written some verses, and will you read them as well as the context?

You mention her father (Sir A. Fowler) for some reason?—There are such things as the theory of heredity.

You say of him, "I once beheld him in the Calais boat eating buns out of a bag?" (Laughter)—That is true.

Why state that?—It seemed to be very ridiculous. If you saw a bishop in the Strand eating sausage rolls you would make remarks about it. (Laughter.)

That is your sense of humour—a bishop in the Strand eating sausage rolls. (Laughter.)

You never have lady visitors?—That is so.

Where do you live?—At Chobham.

Mr. Gill: I see you describe all the newspaper as being carried on by washerwomen?—Not all of them.

But a great many?—There are a number.

The plaintiff, in re-examination, said he was a married man with three sons.

Mr. Justice Grantham: And you have none of the unfortunate sex?—No.

At the close of the plaintiff's evidence Mr. Gill said he would not call evidence.

In his address for the defence, Mr. Gill said the plaintiff was apparently a man who obtained his livelihood as a purveyor of libels with a catch-penny title, and he heaped all sorts of abuse on women and everyone connected with newspapers. It was impudence for a man who desired to live on libelling others to come to that Court and complain of such a criticism as that contained in the defendant's journal.

Mr. Justice Grantham, in summing-up, said he was extremely sorry the present action had been brought. He could not help seeing that the effect of the action would be to advertise the book. The two passages in the book, to which he had drawn attention, were a libel of the foulest kind on the women of England. The plaintiff complained that he had been libelled. There was nothing in the criticism of the reviewer with reference to the plaintiff's wife. It was for the jury to say whether the plaintiff had outraged every relation of life in writing his book. He could not help thinking that the reviewer had commented very mildly upon it.

The jury found a verdict for the defendants, and judgment was given accordingly.

Intimation.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

Notice of Firm.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM this date and during my absence from the Colony, Mr. C. MONTAGUE EDE will act as SECRETARY of the Society.

By Order of the Board,

W. J. SAUNDERS,

Secretary.

Hongkong, 11th April, 1904. [495]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table, Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU"

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity. The Saloon is under European Supervision.

First Class European \$8.00

Second Class European 6.00

First Class Chinese 1.50

Second Class Chinese 80

Deck 1.00

Prize \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSSSEN & CO.

Hongkong, 10th January, 1904. [154]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

TUBORG BEER.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903. [1D]



Mr. John Henshall,
Victim of an accident at Hanley.

"I am getting on in years," he said—"nearly sixty-eight—and since I lost my eye I have done no work in the pits. That is, however, not the only trouble I have had. For two years I was laid up with an attack of liver complaint, which caused acute indigestion. I also suffered from nervous debility. I had agonising pains in the head, and was subject to feelings of dizziness. I was hardly able to eat, and got into a very weak, low, and depressed state of health. Indeed, I used to feel at times like a man out of his mind, and but for Dr. Williams' pink pills I don't know what would have become of me."

To see if I could get any benefit," said Mr. Henshall, continuing his story, "I went to Rhyd, and spent three weeks at one of the convalescent homes there. But I got no better; in fact, while I was at Rhyd I thought my end was approaching, and feeling that I should rather die at home, I came back to Staffordshire. I still suffered on my return, and for a time I became an out-patient at the North Staffordshire Infirmary. It was Dr. Williams' pink pills for pale people that eventually cured me."

"How came you to take them?"

"Why, my son came from the North of England to visit me, and to see if the change would do me any good. I went back with him to his home. My son was at that time taking Dr. Williams' pink pills for pale people, and he gave me some to try. I took the greater part of a bottle and in a fortnight they made a pow man of me. I was able to go to work."

"And how is your health to-day?" was the next question.

"Oh, I am much better," replied Mr. Henshall, "I have a better appetite, my nerves are stronger, and I seem to have more vigour in me. Considering my age, I am feeling very fit indeed."

Mr. Henshall, asked if he had any objection to his story, being published, said: "I have only told you what is true, and there can be no objection to that being published."

The experience of Mr. Henshall is that of many who have suffered from diseases arising from

Intimations.

WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEU FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTI-

FRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

[35]

TELEPHONE NO. 16.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 47th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,
GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

CYPRIDOL CAPSULES.

THE MODERN REMEDY for CONTAGIOUS SKIN DISEASES does not salivate or affect the gums like Mercury. Doctors recommend them.

BOTTLES of 50 Capsules... \$2.75 each

TO BE HAD AT

THE PHARMACY
萬藥 14, QUEEN'S ROAD CENTRAL, 香港

A. STEVENSON,

Chemist.

Registered by the Pharmaceutical Society
Hongkong, 2nd April, 1904.

NOTICE

All communications intended for publication in THE "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 16, 1904.

GETTING IN TOUCH.

The statement wired to us, by our Yokohama correspondent, on Thursday, that a force of some 30,000 Russian troops is concentrating at Antunghsien, near the mouth of the Yalu River, again diverts attention landwards. We are all on the tiptoe of expectation for news of hostilities somewhere in this vicinity. Sections of the opposing armies have been in touch in the locality, and their patrols have fired on each other. We are entirely in the dark as to the numbers, however, but, if, as was recently reported, the Japanese are marching towards Wiju the conclusion seems irresistible that they intend to conduct their main advance along some other highway than those which Korea is able to furnish. With these strategical developments on hand, news of a pitched battle is to be expected in the near future. It may be Japan will find it necessary to force her way by a severe struggle on the Yalu in order to attack Port Arthur in the rear. For that the accumulation of large forces in Korea easily fed by the railway Japan is carefully constructing, and supplied from the various sea ports, will be essential. The winter months are quickly passing and she is advancing so that it will be all to her advantage that the Russians should have behind them the trackless mud of Manchuria. Over such country, moreover, the Cossack will not be able to make his mobility very conspicuous, and if he cannot travel he is not a formidable fighter. With Korea, Port Arthur, and Newchwang to seize on the seaboard, Japan will have plenty to do for her first campaign without plunging into the depths of Manchuria with her regular army. It will be Russia who will thus, as against the freedom of movement by sea, have the difficulties of land transport in a roadless land. When the two armies do meet it will exhibit the Japanese soldier confronted for the first time in modern history with a European adversary; and the latter will be found well-armed and doggedly courageous. It will be a memorable day.

LOCAL AND GENERAL.

THE battleship Ocean has come in from Mire Bay.

THE German mail of the 16th March was delivered in London on the 14th inst.

THE most recent estimates place the Chinese population of Canton at 88,000; of Wuchow at 52,000; Swatow 48,000 and Samshui 5,000.

INLAND Lot, No. 1,715, situated in Star Street, is being put up for sale by public auction on the 2nd prox. The property comprises 3,935 square feet, and the upset price is \$2,361.

IT is notified that the King's Equator, empowering Mr. Karl F. A. Hagberg to act as Consul General of Sweden and Norway at Hongkong, has received His Majesty's signature.

THE annual value of the whole trade passing through the Kowloon Customs, in 1903, was HK. Tls. 42,501,795, against HK. Tls. 40,784,280 in 1902, and HK. Tls. 49,128,612 in 1901. The Haikwan tael, in which the Customs revenue is collected, is equivalent in English money to 25.73d.

QUARANTINE restrictions are still in force at Hongkong against arrivals from Manila, on account of plague, small-pox and cholera, and from Tainanfu and Anping, in Formosa, owing to plague. Sanitary measures are adopted against Hongkong by Manila, Shanghai, Siam, and Indo-China.

MR. Antonio B. Zanetti is now recognized as Consul of Cuba at Hongkong.

WE understand that Mr. J. H. Lewis leaves the Colony at the end of the month for England where he will spend a few months' holiday.

A NEW cable, which is to be laid between the island and Kowloon, was brought from home on the s.s. *Glenfield*, which arrived on Wednesday.

H. E. the Officer Administering the Government has been pleased to recognise Mr. Herman Pauli, as deputy vice-consul for Sweden and Norway during the temporary absence of Mr. G. N. G. Hartling.

It is stated that the damage caused by fire at Queen's Road West, on Thursday evening, amounted to about 110,000. No 288 was insured in the Commercial Union for 38,000, and in the Tung On Insurance Company for \$2,000, while No 29 was insured with Messrs. Lemaire & Co. for 500.

WHILE going into Canton early on Wednesday morning, the French steamer *Charles Hardouin* fouled her moorings, and was obliged to make the return journey with only one engine, a mass of chain and a buoy hanging to the other propeller. She went into dock, where the chain was removed, and last evening she resumed her place on the Canton run. The s.s. *Vingking* brought the mails from Canton on Thursday night.

MR. Warwick Peele gave a ten minutes' lecture, on the "up-to-date" shorthand, to the senior pupils at the Ellis Kadoorie School yesterday. The head Master, Mr. W. D. Bradfield, introduced the subject as one of great importance. The boys quickly grasped the principles of the system, and one boy from the class went to the black-board and instantly wrote several words correctly. The boys were highly amused and surprised at its clearness, simplicity, and speed. It is Mr. Peele's intention to give free lectures to any school, society, or gathering as requested.—Contributed.

MR. David Davis, Chief Officer of the s.s. *Claverley*, caused the arrest of Lung Kee, boatswain, and Li Kau, storekeeper, for conspiring together to steal a quantity of paint and varnish, the property of the owners of the ship, in Hongkong, on the 4th inst. The men were placed before Mr. J. H. Kemp, at the Police Court, this morning. The quarter master gave evidence that the goods were stolen in Kobe, but he said he was afraid to report it until last night, as he thought the defendants would kill him by sawing him with an axe. He reported it when the vessel arrived in Hongkong yesterday, as he knew he was safe here. The case was remanded.

AT the Police Court this morning, a man, giving his name as Charles E. Lorke, was charged with being a vagrant, without visible means of subsistence, and sleeping in the open air. When asked to give an account of himself, he stated that he was a carpenter at work in Canton, and had come, with some friends, for a two days' trip to Hongkong. Somehow, he missed his friends and, as the night was fast approaching, seeing a vacant piece of ground he went on to it and sat down, and was afterwards woke by a constable and taken to the Station. Defendant added that he was an honest, upright man, had never been in gaol, and "it would hurt him awful to get there." Mr. Compton took a full view of the offence, and fined him \$2, with the alternative of 4 days in gaol. The man thereupon asked for an escort while he went to look for his friends, and was referred to the Superintendent in charge of the Station.

SOME time ago Charles Doyle, with many aliases, one of which is "Paddy," was found wandering about the streets of Hongkong, without any visible means of subsistence. This being the only charge against him, and being no crime, he was remanded to the House of Detention. About a week ago the notorious "Paddy" disappeared, and it was found he had gone to Canton. Yesterday he ventured to show his face once more in Hongkong, when, much to his surprise, he found the Police were quite ready to take charge of him. This morning he was placed before Mr. Compton at the Police Court, where he showed himself full of penitence, but was prolific in his wondrous excuses for his little defects. Mr. Compton pointed out that, whatever his reason might have been, he had no right to run away from the House of Detention, and he must pay the penalty by doing 14 days' hard labour in Victoria Gaol.

A CARPENTER whose business was not very brisk in Hongkong, elected to go to Singapore, and yesterday went to the office of the Harbour Master. He secured his papers and passage-ticket, and coming out of the office with these documents in his hand, he was accosted by two Chinamen, of whose acquaintance he had not the pleasure, but who immediately engaged him in conversation. They were going to Singapore, they said, and would be glad if their new friend could give them any information about the methods of procedure to enable them to get there. While one proceeded to listen attentively to his information, the other, a youthful Chinaman, with the somewhat significant, if not doubtful, cognomen of Sam Sui, snatched away the papers and bolted down the street. He did not run far, however, for Nemesis was at his heels in the form of a Sikh constable, who quickly arrested the man. His trip to Singapore has been postponed, as Mr. Compton, this morning, ordered him to go to one month's hard labour, and to sit for 6 hours in the stocks.

One practical outcome has been that during the past winter we have secured the hearty co-operation of the people in the general cleansing of the Chinese houses which is now an annual winter measure.

This was done much more thoroughly, and expeditiously than before, and with a minimum of expense to the Government, the Chinese evidently realising that it was to their interest that this measure should be well done.

THE first ties for the "May" Polo Cup will be played on Wednesday next, commencing at 4.45 p.m., when the following teams meet:—93rd Burmese—Capt. Simpson, Capt. Carleton, Major Stevens, and Major Strickland. Civilians—Mr. H. T. Gedge, H. E. Mr. May, Mr. Cruckshank, and Mr. Hastings. The Club team drew a bye.

MESSRS. J. Re de, L. F. Brett, F. Fisher, F. Allen, W. H. Wimbley, F. Fisher, D. Mackenzie, H. J. W. Gidley and H. J. Knight have been appointed for the purpose of carrying out the provisions of the by-laws for the prevention or mitigation of epidemic, endemic or contagious disease, under the Public Health and Buildings Ordinance.

H. E. the Officer Administering the Government has been pleased to make the following appointments as members of the Committee for the Wong-nai-ching and Queen's Recreation Grounds:—Captain G. R. H. Nugeat as representative of the Polo Club vice H. E. F. H. May, C.M.G., Mr. R. Hancock as representative of the Cricket Club vice Mr. E. A. Ram, and Mr. E. J. Grist as representative of the Golf Club vice Mr. W. J. Saunders.

HEALTH AND SANITARY CONDITION OF HONGKONG

IN 1903.

Following are extracts from the report on the health and sanitary condition of the Colony for the year 1903:

POPULATION.

The estimated population of the Colony for 1903 was 325,631. There were 1,034 births and 6,183 deaths, 1,251 of which were plague. The birth-rate was 3.17 per 1,000, as compared with 3.8 per 1,000 in 1902. The death-rate was 1.89 per 1,000, as compared with 2.17 in 1902. The following figures will show the comparison of the death-rate in the Chinese and Non-Chinese during the past two years:

1902. 1903.
Non-Chinese, ... 19.00 per 1,000 16.6 per 1,000
Chinese, 21.93 " 19.1 "

PREVALENCE OF SICKNESS

In the different seasons of the year, and general character as to the mildness or severity of the diseases prevailing.

Small-pox.—Sixty cases were notified, as compared with 57 in 1902. The greater majority of these, namely 53, occurred in the first five months of the year.

Cholera.—There was a remarkable immunity from cholera as compared with previous year, only 10 cases being notified, against 460 in 1902.

Plague.—This disease again occurred in an epidemic form, 1,115 cases being notified, as compared with 572 in 1902.

As will be seen from the following table, the outbreak commenced early in the year; it attained its height in the month of May, and, as is usually the case, a marked decline occurred as soon as the mean temperature reached 82° F.

The following table gives the number of cases reported in each month of the last two years:

1902. 1903.

January	1	4
February	1	29
March	2	115
April	27	272
May	157	515
June	194	343
July	131	85
August	50	32
September	2	9
October	2	5
November	1	4
December	4	2

The especial points of interest in connection with the 1904 outbreak have been:—(1) The earlier diagnosis of cases, which has been effected by a modification of Ross's method of examining microscopically blood films adopted by Dr. Bell of the Government Civil Hospital. As a direct result of this there has been a higher percentage of recoveries, the cases having come under treatment earlier.

(2) The discovery in May of plague infected fowls, quail, duck, &c., in the markets of the Colony. Knowing as we do that the Chinese eat their poultry very slightly cooked, this may explain the way in which many of the pectoric cases become infected, viz., through the gastrointestinal tract.

(3) The fact that bugs, fleas, &c., including cockroaches, from infected houses have been found by the Government Bacteriologist to be plague infected; thus body-vermin is evidently another means by which the disease is spread.

(4) The success which has been attained by the internal administration of carbolic acid in large doses—12 grains every 2 hours—in the treatment of this disease.

It is to this and to the fact that cases have come for treatment earlier that the year's death-rate at Kennedy Town Hospital has been the lowest on record since 1894, viz., 6.6 per cent.

Last summer His Excellency Sir Henry Blake took over a block in the worst district of the city and endeavoured to stamp out plague by securing the cleanliness of the people and of the houses. A report has already been published on this experiment by the Colonial Office.

One practical outcome has been that during the past winter we have secured the hearty co-operation of the people in the general cleansing of the Chinese houses which is now an annual winter measure.

TELEGRAMS.

(Reuters.)

LONDON, 14th April.
The Tibet Mission in Parliament.

In a debate on the Tibet expedition in the House of Commons, Mr. St. John Broderick defended Lord Curzon against the allegation that he was showing a desire for expeditions or an undue assertion of British interests. He said there had only been three expeditions under Lord Curzon's viceroyalty, which number had been greatly exceeded by his predecessors.

The Tibetans have again opposed the advance of the Mission at the Red Idol Gorge.

Three hundred Tibetans were killed, and ten British wounded.

Gun Explosion on U.S.S.
"Missouri."While practising at Pensacola a 12" gun in the turret of the U.S. battleship *Missouri* exploded, killing 5 officers and 21 men.

The Russian Squadrons.

Admiral Wironius' squadron has re-entered the Baltic.

Admiral Alexieff takes, temporarily, the command of the Russian naval squadron in the Far East.

The Expelled Dominican Monks.

The Pope has instituted an Apostolic prefecture on the island of Shikoku, Japan. The new prefecture will be the abode of the Dominican monks who were expelled from the Philippines.

British Destroyer on Shore.

The destroyer *Teaser* grounded during a night attack on Portsmouth and threatens to break up.

LATER.

The "Teaser" Re-floated.

The British destroyer *Teaser* has been re-floated.

The War.

The Tsar and Tsaritsa of Russia attended the Admiralty Church at a Memorial Service. The Tsaritsa wept throughout the service. St. Petersburg is a city of mourning; amusements are cancelled and cafés closed.

The Recent Fight off Port Arthur. A St. Petersburg official confirms the report that the Russian destroyer *Boristrashni* was surrounded and sunk by the Japanese, and adds that the battleship *Pobeda* struck a mine amidships, but was able to regain the harbour.

FREE TRADE.

FOR THE PHILIPPINES.

Ultimate free trade for the Philippines is one of the objects of the proposed internal revenue law, the public discussion of which has just closed. It is intended, in time, to make the internal taxes provide all the revenue of the islands, gradually lowering and abating the customs tariffs on imports, after the analogy of the system now in vogue in Porto Rico.

That this is the intention of the Commission, the *Globe* news has the authority of one its members, secured in a conversation the other day regarding the bill.

Gradually the new system is calculated to substitute its imposts for those of the customs, thus removing one great bar to trade that has been the subject of much complaint among the merchants of Manila. While it is possible that there will always be import taxes upon some articles, the customs as a barrier to commerce will probably vanish.

The proposed bill contemplates taxing luxuries heavily; these include beer, wine, liquors, cigars, cigarettes, and the like. It also contemplates the heavy taxation of corporations and banks. It provides for a system of capitation taxes, which includes not only a poll tax for men, but a similar tax, which shall be optional, for women. The future is just this.

No person can sign an acknowledgement, testify in court, or do any of a thousand and one things necessary to business existence, without being able to show a cedula according to law. There is at present no provision for supplying women with cedulas, and if the authorities cared to be severe and exacting in this regard, women could be excluded from court proceedings and from the walks of trade. As women conduct a good share of the business of the islands, this would work a hardship and the law is not carried out to the letter. In order to give them the legal right to take out licenses, pay taxes on property in their own name, enter into legal transactions, and in all ways enjoy the same commercial privileges as men; it is intended to provide for their taking out cedulas.

The proposed law is based largely upon the internal revenue law of the United States, and partly upon the newly instituted Porto Rican system of raising revenue.

The Commission feels confident that the bill had the general support of Americans, but expects opposition from the interests that are made the subjects of heavy taxation. Most of the opposition has come from tobacco and distilled interests, and certain industries that enjoy monopolies.

THE WAR.

THE RUSSIAN SOLDIER.

We are indebted to the keen observation of a Russian general for the following description of the men under his command. Of such soldiers as he describes, he mentions that Russia has more than two million on a war footing. According to him, her soldier is as perfect a piece of mechanism as was ever fashioned out of a discipline, both fatherly and unyielding. This officer describes how discipline is so firmly rooted in the mind of the Russian private that, in the course of his thirty years experience, he had never seen a single case of insubordination. He characterizes the soldier as sincere and unaffected in his love for the reigning monarch, profound in his religion, in which loyalty to Tsar and Fatherland are bound up, confident in his chiefs, and possessing that *esprit de corps*, which negatives the greatest privations. He is good humoured, gay and contented, never falters in his duty or leaves his post. Moreover the gallant general asserts that he can testify to having seen him die in the snow, transformed into a statue of ice while on sentry duty. Such, according to this officer's account, is the material of which Russia's army is composed. One asks oneself if this is the sort of criticism that would be applied to the Russian sailor; presumably he would be of much the same material; yet, surely, there is a discrepancy somewhere. We have heard, in fairly recent times, of keel hauling, of extreme measures, of harshness amounting to brutality in order to preserve discipline. There are stories told by captains of hired transports which do not sound well to English ears, and the excuse has been the character of the Russian peasant who needs an iron hand. Our Russian general seems to have been singularly fortunate in the men under his command, or else the current accounts of the character of Russian peasantry have been curiously distorted. One admires the pluck of the crew of the *Varyag* going out to face the most terrible odds; but the sentry who stuck to his post until frozen to death should have figured more prominently on the main-deck of the *Varyag*, which, according to account, was by no means untenable, the destruction being almost entirely confined to the upper deck, which was unprotected, the hull and the main armament at the time of her retirement from the action being, to all intents and purposes, intact. The ship herself, it will be remembered, was not in a sinking or otherwise helpless condition when she entered the harbour. She was capable of inflicting a good deal of damage on the enemy; for, her ammunition was by no means exhausted; and one cannot help looking back to the days when Sir Richard Grenville, having shot away all his ammunition in resisting the attack of a fleet of fifty-three ships commanded—"the master gunner to split the ship"—the little *Revenge*, when in a somewhat similar predicament to that of the *Varyag*.

DIFFICULTIES THAT MAY AID JAPAN.

Russia, with its fifteen military districts, its vast resources of men and material, is not regarded in some well-informed quarters as occupying a position at all relative to the size of her army. "It must be remembered," said an ex-army officer in conversation with a representative of the *Pall Mall Gazette*, that Russia has 15,000 miles of frontier. Consider the troops and nations that people them; Tatars, Afghans, Persians, Kurds, Armenians, Mongolians, Kalmyks, Manchous, Wallachians, Poles, Germans, Swedes, and Laplanders. It is an extraordinary assortment. The Russian army is, in fact, made up of many different armies, each trained to act in different spheres, in different climates, and against different and particular nationalities. Cohesion, such as it is understood in this country, is impossible.

A STRIKING COMPARISON.

"But it may be said the British Army is made up of many nationalities?"

"Certainly, but black or yellow, while under the British flag they are under the command of British officers and become subject to the same discipline that prevails throughout the Empire. It is not so in Russia. Take, for example, the Russian Guards stationed at St. Petersburg and Warsaw. They are the pick of the Tsar's army, are accustomed to exercise and manoeuvre constantly under the eyes of the Emperor, and are always commanded by some member of the Imperial family. They are a magnificent body of men and for perfect drilling and precision of movement have no equals in the officers, while the staff is made up of all the most distinguished military men in the Empire.

"Then look at the wild irregular bands—for they are nothing more—of the Far East, and the class of troops to be found even on the shores of the Baltic. Why, it is not an uncommon thing at such a port as Riga for soldiers to be seen earning a few kopeks by unloading vessels. These are the troops that are to meet a compact, brave, and disciplined army flushed with the victories of their seamen, and remembering their success in China."

"The Chinese and the Russians are hardly on the same footing however?"

"Perhaps not, but it ought to be remembered that 'East is East and West is West, and never the twain shall meet,' and there are East and West in the vast Russian Empire. It will be on the Eastern troops that the brunt of the work will fall, at all events in the opening stages of the fighting."

ENORMOUS DIFFICULTIES OF TRANSPORT.

"There are, of course, difficulties of transport?"

"Yes, and they are immense. In the Trans-

army will be greater than the British Army in South Africa, it will act in what is more or less hostile territory, and the enormous area from which the Eastern and Southern troops are drawn complicates the problem."

"Then you think the struggle may not end as the friends of Russia believe it will?"

"If no arrangement is arrived at after the first big engagements the war may be long drawn out. Japan is now assured of her bases, and may possibly be content to hold on to Korea, and unless there are complications Russia can afford to proceed steadily."

IMPORTANT FACTORS IN THE SITUATION.

"If Russia can feed her huge army there would seem to be no reason why her overwhelming force should not eventually bear Japan down. It seems to me that in this war no one can possibly tell what may happen."

SIDE-LIGHTS.

Well-informed Russians have generally made up their minds to lose Port Arthur. They now begin to realize the extent of the blunder committed by Count Mouravieff, in "leasing" that stronghold, which was done in the teeth of strong opposition both from the War and Finance Ministers of the day. M. Witte understood at the time what enormous expenditure would be entailed by the act. The building of fortifications and the railroad, involving an outlay of over £100,000,000, will now lead to an equal outlay for the war with Japan. So Russia will be the poorer by £20,000,000 by the Mouravieff policy. "And what compensation can we obtain, even if we defeat Japan?" is the question thoughtful people at St. Petersburg are asking. They realize the impossibility of carrying the war into the enemy's country, and also the perpetual menace of another war should Russia establish herself in Southern Manchuria and Korea. "We are not strong enough numerically in those regions to repeat the Mouravieff experiment," they admit. "Let us make up our minds to withdraw to our natural boundary, i.e., the 42nd parallel of latitude, forming a straight line from Vladivostok westward, including Khabarovsk and Northern Manchuria, which is geographically a part of the Amur basin." "Of course, we shall defeat the Japs," said another prominent Russian, "and then you will see that Russia will give up Southern Manchuria with Port Arthur. Some day, when our population in those regions increases, Port Arthur may again fall into our hands. But that day is far distant, and when it comes there will be no shock, no resisting the Russian torrent."

MUSCOVITES AND ANGLO-SAXONS.

There is much discussion at St. Petersburg about the new British Ambassador. Mr. Hardinge is recognised as a strong man, and a worthy successor of the late Sir Robert Morier. It is well that British interests should be in such hands during troublous times. Sir Charles Scott's retirement on reaching the age limit is regretted on account of his good-natured geniality. He is much liked within the very small circle of his Russian friends, who appreciate his efforts to avoid any possibility of friction between the two countries. But Sir Charles is little known; he has studiously effaced himself during the years he has represented Great Britain at the Russian Court. It must unhappily be confessed that the feeling in St. Petersburg against England and the disappointment evoked by the United States are both very strong. No amount of argument will convince the Russians that Great Britain and the United States did not deliberately instigate the war, which is held to benefit exclusively the two Anglo-Saxon nations by weakening Japan and Russia. Even in high spheres it is held that Russian aggrandisement and Japan's growth as a maritime Power have been the bugbears of London and Washington. "The pity of it," said one highly-placed personage, "that hopes of an Anglo-Russian understanding are thereby destroyed. Yet these powers have really no conflicting interests, and could they once agree no combination in the world is strong enough to stand against them."

THE SINEWS OF WAR.

Subscriptions to the naval and Red Cross funds are still pouring in. Some £600,000 are already announced. The "voluntary" character of these contributions is however, occasionally somewhat doubtful. Thus City Fathers of St. Petersburg and Moscow having voted respectively £250,000 and £150,000, are levying the amount by a forced assessment of all business enterprises. It is hoped to gather in some £7,000,000 by various processes, and devote the money to building torpedo boat destroyers, which will be sent out to the Far East in sections. Nearly a thousand dockyard hands have been dispatched to Port Arthur and Vladivostok. These men will reassemble the destroyer sections, and help to patch up the battered Russian ships. A pontoon detachment has also gone to the front, to enable the troops to cross the Yalu when the ice melts. Operations there will, indeed, not commence on a serious scale for another six weeks.

PATRIOTIC FERVOR.

In one respect the war is considered a blessing in disguise. Conservative Russians believe it has once and for all stemmed the tide of revolution. It remains to be seen how far this view will be justified by events when the first outburst of patriotic fervor has had time to wear off. Meanwhile, the revolutionaries are not abstaining from propaganda, and mysterious leaflets continue to be distributed in factories, Government dockyards, and even in the barracks. Russian women in all walks of life are bravely coming forward to serve the Red Cross. Some amusement has been caused by the story printed in a London paper that Mile. Kresinska, the queen of the Russian ball, is going to join the nurse brigade. The story arose from a chance remark made by her that she would be willing to go if called upon. But there is scant probability of such an invitation, although it is known that she intends in a few months to retire from the stage.

AT THE WINTER PALACE.

The Tsar continues to live very quietly, scarce leaving the precincts of the Winter Palace, except to pray at some favourite shrine. The sudden death of Gen. Vannovsky, his oldest and most trusted adviser, has brought home to his Majesty the remembrance of Russia's great mistake in ever taking Port Arthur. For Vannovsky was Minister of War when that event occurred, and strongly advised it as an egregious blunder, both on strategic and political grounds. His warnings have come all too true, since the hopeless position of Port Arthur is now so well recognized at the capital.—Ex.

FINANCIAL RETURNS.

The financial returns for the period ended 31st January 1904, are published in the *Gazette*. The actual revenue was £475,147.44, as against £434,420.54 for the same period of the preceding year. To this has to be added revenue derived from land sales, totalling £7,289.90 as against £1,324.50 collected during the same period of the preceding year. The total increase under the various items in revenue was £86,414.93, and the decrease £19,721.63. The expenditure for the period was £47,548.03 as against £42,190.04. The total increases amounted to £80,732.62, against which is a total decrease, under various headings, of £29,092.63.TO-DAY'S
ADVERTISEMENTS.

THE GREAT SENSATION.

THEATRE ROYAL, CITY HALL
TO-NIGHT! TO-NIGHT!

A STARTLING SENSATION.

THE HYPNOTIZED SUBJECT NOW
ASLEEP for 24 HOURS in the
CORRIDOR of the CITY HALL, will be
AWAKENED TO-NIGHT by PROF.
ZANGIC in the THEATRE in FULL VIEW
of the AUDIENCE.DON'T FAIL TO SEE
THIS WONDERFUL MIRACLE
in conjunction with
Mr. M. B. LEAVITT'S

TROUBADOURS.

BEAR IN MIND
the GREAT DOUBLE SHOW TO-NIGHT.
Booking at ROBINSON PIANO CO., LTD.
TO-NIGHT POSITIVELY THE LAST
PERFORMANCE.
Hongkong, 16th April, 1904 [494]BUSINESS TRAINING COLLEGE.
NEAR G. P. O., HONGKONG.ENGLISH, CHINESE, JAPANESE,
FRENCH, RUSSIAN, PORTUGUESE,
as used at Macao, all INDIAN TONGUES,
and other Languages.Translations made for the Public.
Typewriting taught on the blind touch
system.Shorthand; "Up-to-date" or Pitman's system
taught.Typewriting Copies made for the Public.
Note.—On and after the 1st of May next
the Fees for the "Up-to-date" Shorthand will
be considerably increased.A Branch Studio will be opened at CANTON
in a few days.For Postal Lessons, etc.; Circulars, Post Free.
Hongkong, 16th April, 1904 [517]CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪中

FOR MOU, SALINA CRUZ, MEXICO,
AND PORTLAND (OREGON).
THE Steamship

"CLAVERING."

Captain Barton, will be despatched for the
above Ports, on SATURDAY, the 23rd instant,
at 4 P.M.For Freight, apply at the Company's Offices,
No. 29, Des Voeux Road.J. S. VAN BUREN,
Superintendent.

Hongkong, 16th April, 1904 [482]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

S.S. "CLAVERING,"
FROM PORTLAND, OR.THE above Steamer having arrived, Con-
signees are hereby notified that their
Cargo is now being discharged into lighters, at
their risk.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Superintendent.

Hongkong, 16th April, 1904 [519]

Intimations.

"CLAVERING,"
Captain W. P. Putt, will be despatched for
the above Ports, on TUESDAY, the 19th inst.,
at 4 P.M.

For Freight, apply to

SHIWAN, TOMES & Co.,
General Agents.

Hongkong, 16th April, 1904 [519]

THE POPULAR
SCOTCH

IS

"BLACK & WHITE"

JAMES BUCHANAN & CO.,
SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING
and
HRH the PRINCE OF WALES.Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
LANE, CRAWFORD & CO., Queen's Road
Central.

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Shipping.

Arrivals.
 Ocean, H.M.S. battleship, 12,950, Foote, 15th April.—from Miln Bay.
 Meridian, Br. s.s., 2,460, W. Témouthe, 15th April.—Penarib, (England) 26th Feb., Coal.—Order.
 Tamise, Fr. s.s., 1,306, Rodin, 15th April.—Haiphong 13th April, Ballast.—M. M.
 Mathilde, Ger. s.s., 678, Schlaikier, 15th April.—Holhaw and Tourane 14th April, Coal and Sugar.—B. & Co.
 Kaifong, Br. s.s., 1,628, G. H. Pennefather, 16th April.—Manila 13th April, Gen.—B. & S.
 Kwanglee, Ch. s.s., 1,468, Lincoln, 16th April.—Canton 15th April, Gen.—C. M. S. N. Co.
 Kwangse, Br. s.s., 1,228, Harris, 16th April.—Newchwang 7th April, Beans.—B. & S.
 Cheang Chew, Br. s.s., 1,213, Frampton, 15th April.—Singapore 9th April, Gen.—Chinese.
 Clavering, Br. s.s., 2,154, D. Barton, 16th April.—San Francisco 29th Feb., Gen.—C. C. S. Co.
 Onsang, Br. s.s., 1,987, J. T. Davies, 17th April.—Java 7th April, Sugar.—J. M. & Co.
 Fausang, Br. s.s., 1,410, Mitchell, 16th April.—Saigon 12th April, Rice.—J. M. & Co.
 Hanoi, Fr. s.s., 739, Merlees, 16th April.—Haiphong and Hoihaw 15th April, Gen.—A. R. M.

Clearances at the Harbour Office.

San Cheong, for Canton.
 Hot Ho, for Canton.
 Hanoi, for Hoihaw.
 Hongkong, for West River.
 Mathilde, for Hoihaw.
 Phranang, for Bangkok.
 Cheangchew, for Singapore.
 Kafong, for Manila.
 Meridian, for Penarath.
 Tamise, for Haiphong.
 Jiangchow, for Canton.
 Fuanale, for Moji.
 Wingchow, for Macao.
 Paul Beau, for Canton.
 Fausang, for Saigon.
 Clavering, for Portland.
 Kwongse, for Newchwang.
 Tyr, for Hongay.
 Macau, for Macao.

Departures.

April 16.
 Dorit, for San Francisco.
 Rubi, for Manila.
 Hoihaw, for Pakhol.
 Hongay, for Amoy.
 Woussing, for Shanghai.
 Cagorwold, for Bangkok.
 Eboundales, for Kobe.
 Meridian, for Penarath.

Passenger arrivals.

Per Kafong, from Manila—Mr. Kaufman S. Ford, Dr. and Mrs. Purcell, Messrs. V. Gillings, J. F. Ponca, Mrs. Mrs. Taylor E. Deckey, Mrs. J. Walker and daughter, Messrs. J. McMillan, J. Gibson, Mrs. Orna and child, Mrs. J. Simplicio, McWal, G. Fisher, Mrs. Randall and a child, Messrs. G. Caulkins, C. and M. Macdonald, L. Bewley, J. Johnson, R. Dicks, J. Alonso, J. Van Fleet, and 59 Chinese.

Per Clavering, from England—Mrs. D. Burton Whitley. From San Francisco—Miss L. C. McCrory.

Per Chang Chew, from Singapore—260 Chinese.

Shipping Report.

Sir Faustang from Saigon.—Light N.W. winds and fine.

Sir Onsang from Java.—Fine weather, moderate N.E. by swell.

Sir Meridian from England.—Fine weather throughout the voyage.

Sir Kafong from Manila.—Fine weather, light N.W. wind, smooth sea.

Sir Clavering from San Francisco.—Moderately fine passage, nothing of note occurring.

Sir Cheangchew from Singapore.—Moderate N.E. and N.N.E. wind, and clear weather the whole way from there.

Ships Passed The Canal.

Outward—16th March—Maria, Kilda, 18th March—Voronoff Breishel, 22nd March—Hysen, Oldenburg, Dornoch, Thys, Orange, Nass, 25th March—Arragon, Palma, Salvete, Strassburg, 30th March—Aragon, Benmohr, Angus, Simeon, 6th March—Bayern, Pera, Moyunc, Devalon, Ella, Sagami, Theodorville, Gerd, 9th April—Bruce, Stowes, Tlalita, Gisela, Plantares, Verona, Ulysses, Segovia, Alagon, 13th April—Sanda, Schuyllkill.

Homeward—18th March—Alatia, Alcinous, 26th March—Macduff, Radnorshire, 9th April—Oanay, Ron, 13th April—Socorro.

Arrivals at Home—16th March—Amelia, Elmera, Prinsesse Maria, 18th March—Lowther Castle, Syria, Vindobona, Maria Valeria, 22nd March—Yarra, Nestor, 25th March—Gera, Nubia, 26th March—Glenloch, Wurzburg, Denbighshire, 26th March—Tidore, Kin-tuck, Seydits, Hudson, 9th April—Palermo, Australien, Palermo, 13th April—C. Ford, Laetitia, Keasun.

Vessels in Port.**Steamers.**

Auchenerag, Br. s.s., 2,543, M. B. Reid, 10th April.—Westport via Sydney 19th Mar., Coal.—"Admiralty".

Athenian, Br. s.s., 2,440, S. Robinson, 7th April.—Vancouver, H.C. 7th Mar., and Shanghai 4th April, Gen.—C. P. R. Co.

Binh-Tuan, Fr. s.s., 98, Ribault Lagasne, 14th April.—Iloilo 10th April, Wood and Sugar.—B. & Co.

British Trader, Br. s.s., 2,170, R. E. Hutchinson, 12th April.—Barry 25th Feb., Coal.—H. B. M. S. Government.

Carl Diederichsen, Ger. s.s., 772, H. Schlaikier, 14th April.—Haiphong and Hoihaw 9th April, Gen.—J. & Co.

Chunsang, Br. s.s., 1,418, Cox, 10th April.—Sourabaya 31st Mar., Sugar.—J. M. & Co.

Chwnshen, Br. s.s., 1,281, J. D. Jenkins, 12th April.—Saigon 8th April, Gen.—B. & Co.

Claverley, Br. s.s., 1,007, Wm. P. Putt, 12th April.—New York via Singapore and Manila 9th April, Gen.—S. T. & Co.

Cyrus, Br. s.s., 2,174, F. Simmons, 12th April.—Japan 7th April, Rice.—Samuel C. P.

Empress of India, Br. s.s., 3,002, O. P. Marshall, 12th April.—Vancouver 21st Mar., and Shanghai 10th April, Mails and Gen.—P. R. Co.

Ferdene, Br. s.s., 2,448, R. J. Fisher, 13th April.—Rangoon 30th Mar., Rice.—Order.

Glenshield, Br. s.s., 2,204, E. Warner, R.N.R., 13th April.—Singapore via Singapore 27th Feb., Gen.—McG. B. & Gow.

Gregory Ancar, Br. s.s., 2,940, J. G. Olisent, 12th April.—Calcutta 26th Mar., via Perang and Singapore 7th April, Gen.—D. S. & Co., Ltd.

Haitching, Br. s.s., 1,267, A. E. Hodges, 15th April.—Foochow 12th April, Amoy 13th, and Swatow 14th, Gen.—D. L. & Co.

Hethdene, Br. s.s., 2,740, H. R. Kettle, 12th April.—Moji 6th April, Coal.—B. & Co.

Hopsang, Br. s.s., 1,359, J. M. Hay, 12th April.—Saigon 8th April, Gen.—J. M. & Co.

Hugen, Norw. s.s., 829, Gothey, 7th April.—Moji 1st April, Coal.—Arriaga Thoresen & Co.

Isle de Negros, Am. s.s., 200, Larilligen, 7th April.—Manila 3rd April, Ballast.—B. & Co.

Ismala, Br. s.s., 3,381, A. E. Stebbing, 11th April.—Rangoon via Singapore 29th Mar., Rice.—J. M. & Co.

Kelvin, Br. s.s., 2,266, W. G. McLennan, 14th April.—London via Singapore 8th April, Gen.—N. Y. K.

Loongsang, Br. s.s., 1,092, G. S. Weigall, 15th April.—Manila 12th April, Gen.—J. M. & Co.

Marie Jebsen, Ger. s.s., 2,200, D. Bieden, 7th April.—Java Port 29th Mar., Sugar.—Tung Kee.

M. Struve, Ger. s.s., 1,666, P. Brandt, 14th April.—Tamsui 10th April, Amoy 12th, and Swatow 13th, Gen.—S. & Co.

Nanshan, Br. s.s., 1,200, E. F. Stovell, 6th April.—Saigon 2nd April, Rice.—B. & Co.

Pakist, Ger. s.s., 1,018, H. Bandelin, 14th April.—Bangkok 7th April, Rice and Teakwood.—B. & S.

Petrach, Ger. s.s., 1,252, Ch. Ahrens, 14th April.—Saigon 6th April, Rice and Rice-flour.—Wing On & Co.

Phra Chom Kiao, Ger. s.s., 1,011, D. Reitmers, 13th April.—Bangkok 6th April, Rice.—M. & Co.

Queen Louise, Br. s.s., 2,70, Nicoll, 12th April.—Cardiff 19th Feb., Coals.—D. & Co., Ltd.

Taishan, Br. s.s., 1,121, J. Jenkins, 12th April.—Stigton 7th April, Rice and Cotton.—B. & Co.

Taksang, Br. s.s., 998, Baker, 15th April.—Canton 15th April, Gen.—J. M. & Co.

Tainan, Br. s.s., 2,600, C. Lindbergh, 14th April.—Manila—Per Zafira, 23rd April, 9 A.M.

Enrique, &c., India, via Tuticorin—Per Bengal, 23rd April, 11 A.M.

Singapore, Penang and Calcutta—Per Gregory Apcar, 19th April, 2 P.M.

Singapore and Bangkok—Per Chunsang, 19th April, 2 P.M.

Swatow, Tsingtao and Tientsin—Per Kansu, 16th April, 3 P.M.

Kobe—Per Tsinan, 19th April, 3 P.M.

Iliono—Per Fruyn, 19th April, 3 P.M.

Canton—Per Fatshan, 19th April, 5 P.M.

Canton—Per Hankow, 20th April, 7:30 A.M.

Manila—Per Loongang, 18th April, 3 P.M.

Amoy—Per Cheangchew, 18th April, 3 P.M.

Hoiphong and Haiphong—Per Carl Diederichsen, 18th April, 5 P.M.

Canton—Per Powan, 18th April, 5 P.M.

Canton—Per Honam, 19th April, 7:30 A.M.

Swatow, Amoy and Fochow—Per Hailong, 19th April, 9 A.M.

Haiphong—Per Hanot, 19th April, 9 A.M.

Europe, &c., India, via Tuticorin—Per Sainate, 19th April, 11 A.M.

Singapore, Penang and Calcutta—Per

Queensland, 19th April, 11 A.M.

Canton—Per Powan, 20th April, 5 P.M.

Canton—Per Honam, 21st April, 7:30 A.M.

Canton—Per Fatshan, 21st April, 5 P.M.

Canton—Per Hankow, 22nd April, 7:30 A.M.

Amoy and Shanghai—Per Funnan, 22nd April, 3 P.M.

Canton—Per Powan, 22nd April, 5 P.M.

Canton—Per Honam, 23rd April, 7:30 A.M.

Manila—Per Zafira, 23rd April, 9 A.M.

Enrique, &c., India, via Tuticorin—Per

Bengal, 23rd April, 11 A.M.

Canton—Per Fatshan, 24th April, 9 A.M.

Europe, &c., India, via Tuticorin—Per

Prinz Heinrich, 27th April, 11 A.M.

Parcels now accepted for transmission to Batavia and the Dutch East Indies "direct."

Scale of charges as follows:

1 lb. to 3 lbs.—\$1.15

4 lbs. to 7 lbs.—\$1.50

8 lbs. to 11 lbs.—\$2.00

Greatest length 2 feet

length and girth 4 feet.

No insurance.

Steamers Expected.

Vessels From Agents Due

Laisang Singapore, J. M. & Co. April 17

Armenia Manila, H. A. L. April 17

Polyester Saigon, M. M. April 18

Hysen Singapore, P. & O. Co. April 18

Siberia Japan, P. M. Co. April 19

Tatar Japan, P. C. P. R. Co. April 22

Empire Vancouver, C. P. R. Co. May 6

Indrapura Portland, E. & A. Co. May 11

TO-MORROW.

St. John's Cathedral, Hongkong.

The following will be the order of service to-morrow:

Holy Communion 7:30 a.m., Matins 11 a.m., Responses; Tallis, Venite, Crotchet, Psalms: Smith, Wallace and Rimbaud, Te Deum: Woodward, Smart and Turle, Benedictus: Garret in G, Anthem: "Blessed be the God and Father"—Wesley, Hymn: 133.

Holy Communion 12 noon, Kyrie: Hymn in 3 flat, Offertory Hymn: 520.

Evensong 5:45 p.m., Responses: Tallis, Psalms: Hayes, Woodward and Monk, Magnificat: Lawes in C, Nunc Dimittis: Battabill in D, Hymns: 197 and 135, Vesper Hymn: Ward No. 1, Voluntaries: "Festal Com-

memoration—West

Mails.

Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 P.M., the Company's Steamship "SAIAZIE" Captain Négre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 18th April, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th April, 1904.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

Straits, Ceylon, Australia, India
Aden, Egypt, Mediterranean
Ports, Plymouth and London.

(Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.)

THE Steamship

"BENGAL,"

Captain G. Phillips, carrying the Majority Mails, will be despatched from this for BOMBAY, on SATURDAY, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports.

Parcels and Valuables, all Cargo for France or elsewhere, will be carried in a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th April, 1904.

[4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	May 4
Shawmut	9,606	W. M. Smith	May 21
Tremont	9,606	T. W. Garlick	June 28
Lyra	4,417	G. V. Williams	Aug. 4
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick	Oct. 1

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut.....9,626 W. M. Smith...Ab. May 3

Tremont.....9,606 T. W. Garlick...Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont" have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 16th April, 1904.

[12]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SATSUMA,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 13th April, 1904.

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AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CLAVERLEY."

Captain W. P. Putt, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storing Co., at Wanchai, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 19th instant at 2.30 P.M.

All Claims for damage must be presented before the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME & CO., General Agents.

Hongkong, 13th April, 1904.

[504]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Godowns in the running and running-in Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW.

Hongkong, 13th April, 1904.

[503]

TO BE LET.

TO LET.

ONE OFFICE ROOM on second floor, Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & CO.

Hongkong, 6th April, 1904.

[475]

TO LET.

M EIRION, Nos. 1 and 2, BOWRING VILLAS, No. 2.

Apply—

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 2nd April, 1904.

[463]

TO LET.

A HOUSE in KNUTSFORD TERRACE, No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 8th April, 1904.

[488]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

[436]

TO LET.

A SMALL OFFICE, in Central of DES VILLEUX ROAD.

Apply to—

"B. C."

C/o Hongkong Telegraph.

Hongkong, 15th March, 1904.

[379]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.

Available 1st March.

Apply to—

THE SAM WANG CO., LTD.

Hongkong, 5th February, 1904.

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SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$25	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/-=\$21,994 for half-year ending 31.12.1903.	64%	\$615.
National Bank of China, Limited.								
Do. Founders'	4,453	\$10	\$1	\$175,533	\$21,668	\$2 (London 3/6) for 1913	54%	\$51.
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,059,926	\$32 for 1903	64%	\$500 buyers.